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Hongkong, Feb. 2, 1912.

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Hongkong, September 1, 1903 1208

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Hongkong, September 2, 1908

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J. S. ROY

ROYAL MARRIAGE ROMANCE

SUIT IN ENGLAND AGAINST A GERMAN DUKE.

Particulars of the Royal marriage dispute were made known in the Divorce Court recently, before the President. The Countess de Gasquet James was the petitioner in a summons calling upon the respondent, the Duke of Borwin of Mecklenburg-Schwerin, to show cause why proceedings on an act on petition in a suit for restitution of conjugal rights should not be stayed on certain terms.

The Countess, an American, according to counsel's statement, married Count de Gasquet James, who was either an Englishman or a Frenchman. He died in 1900, leaving her with four children. Eight years later she met the Duke, who is a cousin of the Crown Princess of Prussia and of the Grand Duke of Mecklenburg-Schwerin. The Duke, at that time 25 years old, was recovering from a serious illness, and during convalescence he was much in the company of the Countess. The Countess, it is said, lived in England at times, and while she was here the Duke came to Dover, where he married her at a register office. Both left for France, immediately, and went through a religious ceremony in the private chapel of the Countess's chateau at Dinan.

Counsel for the Countess said that at the time of the marriage a curator to the Duke had been appointed, because of a number of debts which he had contracted. In February last this curator took out a summons in the Grand Ducal High Court of Justice of Mecklenburg, in Rostock, and that tribunal declared the marriage to be null and void on the ground that it had been contracted without the leave of the curator. Counsel went on to say that there was no question that the marriage did take place at Dover, and the Countess was anxious to have a declaration from the Court that it was a valid marriage.

Counsel for the Duke submitted that the Court had no jurisdiction to grant a decree of restitution of conjugal rights, or to declare that the marriage was a valid one. After much legal argument on this question, the hearing of the summons stood adjourned.

VEILED ASSASSIN.

Dramatic Murder by a Jealous Woman.

New York, Feb. 8.

America's "veiled assassin," whose identity excited universal interest and baffled the police, was unveiled yesterday night—it was only a twenty-four hours murder situation. On Friday afternoon a veiled woman entered a modest home in Newark, New Jersey, where she saw Mrs. Harriet Manning. The latter is a young woman of exceptional beauty, recently separated from her husband, who owns a garage. Without speaking, the mysterious stranger took a revolver from her muff and shot Mrs. Manning in the heart. Several people dashed into the room, whereupon the stranger walked to Mrs. Manning's prostrate body and fired another bullet, this time into the woman's brain. Then she fired several shots over the heads of the terror-stricken women and the deceased's little daughter, assembled in the doorway, and fled.

The local policeman was fetched from the social club where he was resting, and the crime was investigated. There was a hue and cry throughout the State for the veiled woman, and all sorts of conjectures were made regarding her. The police insisted that it was not a woman at all, but a veiled man, who had shot the beautiful Mrs. Manning, because she had refused to respond to his advances. They quoted evidence in support, and by yesterday morning almost everybody believed that the assassin was really a man, disguised as a woman to cover up the tracks of his crime. Not only the police, but every Sherlock Holmes on the staff of every leading newspaper, was inclined towards this view.

Yesterday afternoon Charles Manning, a short, stout man, the husband of the beautiful Mrs. Manning, drove to a New Jersey hospital, lifted from his car a dark-eyed young woman, 19 years of age, who was rapidly losing consciousness, and carried her into the hospital. "She has taken poison; this will explain it," he said handing a note to the doctor. The note was addressed to Mr. Manning, and said: "This will be my last letter to you, for I am going to kill myself. I have killed your wife. I killed her because I was infatuated with you, and she stood in my way. Take good care of baby."

The girl was Hazel Herdman, daughter of the proprietor of a public-house. She had known Manning nearly three years, and had borne him a child eighteen months ago. She had swallowed a large quantity of bicarbonate of mercury, and death was certain. Before she died a few hours later she gave in the presence of her mother and weeping sisters, a full detail of the shooting. "I wanted," she murmured, "to marry Mr. Manning. We have a child. Mrs. Manning would not have a divorce. She was asked if Manning knew anything of her plans. She shook her head. He had nothing to do with it. He knew nothing about it."

The police, much disconcerted by the fabrication of their theory of the veiled assassin's identity, promptly arrested Charles Manning, an employee of a garage, and took him to the hospital.

If you happen to be late your meals will be served at the usual time. Only at the ALEXANDER HOTEL.

HONGKONG, May 17, 1912.

J. S. ROY

A TERRIBLE ORDEAL

STRUGGLE FOR LIFE UNDER WATER.

Ipoh Motor Accident.

Pinched beneath a motor-car in ten feet of water, Mr. H. F. Hunter, the assistant Superintendent of Chandu, Ipoh, had a remarkable escape from death on February 21, and was only rescued after a terrible struggle for life, lasting several minutes. The Times of Malaya says:—

Mr. Hunter was driving to Gopang, and there was with him in the car Mr. Servino of the Kampar water works, and two Chinese revenue officers. It was raining hard, and Mr. Hunter had a mackintosh thrown loosely over his shoulders. Just by the bridge over the Sungai Raja at Kampar Kapayang, a gust of wind caught the mackintosh and blew it off Mr. Hunter's shoulders with the result that it became entangled with the steering wheel and the levers. While Mr. Hunter was trying to get it free the car skidded, and went over the bank into the river. It was going quite slowly, as not more than five miles an hour, and as it went over the bank gently turned a complete somersault. The other occupants were able to jump clear, but as the car had turned over on its right side Mr. Hunter was carried downward into the water with it. When he tried to free himself he found that his right leg was pinned beneath the car, and all his efforts to free himself were ineffectual. After a futile struggle, rendered more exhausting by the inability to breathe or see anything by the muddy water, he gave himself up for lost, and gradually relapsed into a state of unconsciousness.

Meanwhile Mr. Servino and the two revenue officers, realising that there was something wrong, had been making strenuous efforts at rescue. Mr. Servino and one of the officers, a young Chinaman named Ng Mann, dived repeatedly. For a time, owing to the thickness of the water, they were unable to locate Mr. Hunter, but finally bubbles caused on the surface by his struggles served as a guide. Mr. Hunter had to be wrenched from underneath the car, by his rescuers, badly tearing the imprisoned leg.

Brought safely to the bank he recovered from his long immersion with extraordinary rapidity, and even rendered some assistance with the efforts to get the car out of the water before he noticed blood flowing from his leg, and realised that he had sustained an injury. He then went in a hired car to Gopang, and had the wound stitched by the surgeon at the hospital.

It is a remarkable testimony to Mr. Hunter's strength and powers of endurance that it was not until some hours later, when he had returned to his home at Ipoh, that he finally collapsed and fell the full effects of the terrible ordeal he had gone through. He has since been confined to his room under medical treatment, but he expects to be about again in a day or two.

Without a doubt he owes his life to Mr. Servino and Ng Mann, who in spite of continuous disappointment, persevered in their efforts at rescue. Although suffering from the shock of the accident himself, Mr. Servino pluckily plunged into the water again, and again after Mr. Hunter, and did not rest from his efforts until a rescue had been effected.

EXPERIENCES OF DROWNING MAN.

Estimates vary as to the length of time Mr. Hunter was under water. Mr. Servino puts it at ten minutes, and it seems pretty certain that it can have been little short of that. Describing his experience to Times of Malaya representative, Mr. Hunter said: "At first I struggled furiously to release myself from the car pressing on my leg, but realising that it was no good, I tried to stun myself by banging my head against the car. Even that mercy was denied me, however. The feeling of suffocation was terrible, and I began to gulp in large quantities of water. Then I gave up struggling, and a feeling that it was all finished came over me. I did not feel very upset about it. I seemed to be floating away into space quite gently and pleasantly, and when I felt the touch of a hand I was too far gone to realise what it meant or to derive any comfort from the fact. The next I remember is lying on my back on the bank with Servino bending over me."

The much discussed British battle-cruiser Invincible is to cost the taxpayers another £114,000, the "Daily News" says, as the result of the decision of the Admiralty to have her electrically controlled guns converted to enable them to be used by hydraulic power.

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BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

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His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tonn.	Gun.	I.H.P.	Commander.	Last report at
Alacrity	despatch vessel	1850	2	9000	Comdr. Archibald Cochrane	Hongkong
Adas	Admiralty tug	—	—	—	—	Hongkong
Bramble	river gunboat	710	2	900	Lt. Comdr. B. S. Pritchard	Shanghai
Britomart	river gunboat	710	2	900	Lieut. Comdr. W. H. Dargall	Shanghai
Cadmus	sloop	1070	6	1400	Capt. H. P. F. T. Williams	Shanghai
Chalmer	torpedo boat destroyer	560	4	7500	Lieut. H. T. England	Hongkong
Charab	water tank and tug	380	—	800	—	Hongkong
Chio	sloop	1070	6	1400	Comdr. Colin Mackenzie, D.S.C.	Shanghai
Colga	torpedo boat destroyer	560	4	7500	Lieut. C. M. Blackman	Hongkong
Fame	torpedo boat destroyer	560	4	7500	Mr. A. J. Mallett, Gunner	Hongkong
Hampshire	cruiser, 1st class	10,850	10	20,500	Capt. H. W. Grant	Hongkong
Jod	torpedo boat destroyer	560	4	7500	Lieut. G. F. A. Malock	Hongkong
Kanout	torpedo boat destroyer	560	4	7500	Lieut. E. K. Boddam-Whetham	Canton
Kinsha	river gunboat	814	4	1900	Lt. Comdr. H. D. Marryat	Yangtze
Merlin	sloop	1040	—	—	Lt. Comdr. Gibson	Hongkong
Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. E. B. Kiddle	Hongkong
Moonen	river gunboat	180	2	900	Lt. Comdr. Alan Dixon	West River
Newcastle	cruiser, 2nd class	4300	12	22,000	Capt. Frederick A. Powlett	Shanghai
Nightingale	river gunboat	85	2	240	Lieut. Comdr. Malcolm Murray	Yangtze River
Ribble	torpedo boat destroyer	560	—	7500	Lieut. R. W. Wilkinson	Hongkong
Rosario	depot ship, submarines	180	—	1400	Lieut. F. A. N. Cronin	Hongkong
Robin	river gunboat	85	2	240	Lt. Comdr. Nash	West River
Sandpiper	river gunboat	85	2	240	Lt. Comdr. I. A. S. Hutton	West River
Ships	river gunboat	85	2	240	Lt. Comdr. M. T. R. Maxwell Scott	Yangtze River
Tamar	receiving ship	4650	—	—	Commodore F. H. Anstruther, C.M.G.	Hongkong
Tal	river gunboat	180	2	900	Lt. Comdr. S. P. B. Russell	Upper Yangtze River
Thist	river gunboat	710	2	800	Lt. Comdr. H. R. N. Cotzall-Dormer	Hongkong
Triump	battleship	11,985	18	12,500	Capt. P. Streetfield, M.V.O.	Hongkong
Uk	torpedo boat destroyer	560	—	7500	Lt. Comdr. Maxwell	Hongkong
Wolland	torpedo boat destroyer	560	—	7500	Comdr. Seymour	Canton
Widgeon	river gunboat	185	2	800	Lt. Comdr. J. C. F. Borrett	Upper Yangtze River
Woodcock	river gunboat	150	2	500	Lt. Comdr. M. Blackwood	Yangtze River
Woodlark	river gunboat	150	2	500	Lt. Comdr. Lloyd	Yangtze River
Yarmouth	light cruiser	6250	—	22,000	Capt. H. L. Cochrane	Hongkong
C36	submarine	—	—	—	Lt. Comdr. F. J. McGillicie	Hongkong
C37	submarine	—	—	—	Lt. Comdr. J. Gimes	Hongkong
C38	submarine	—	—	—	Lt. Comdr. R. K. O. Pope	Hongkong
C35	torpedo boat	—	—	—	Lt. Comdr. Handley	West River
C36	torpedo boat	—	—	—	Lt. Comdr. Barton	Hongkong
C37	torpedo boat	—	—	—	Lt. Comdr. Wyndham-Quin	Hongkong
C38	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour	West River

* Flagship of Vice-Admiral T. H. M. Jerram, K.C.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tonn.	guns.	cal.	Captains.	Last report at
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	—	—	Capt. Makovitz	Shanghai
Dupleix †	French armoured cruiser	10,014	30	20,000	Capt. Davaigny	Hongkong
Eleber	French armoured cruiser	9770	13	19,800	Capt. Goutz	Saigon
Montcalm	French flagship	9600	—	—	Capt. de Vaisseau	Shanghai
Decidie	French gunboat	645	10	1200	Lieut. Vandier	Saigon
Argus	French river gunboat	120	6	570	Lieut. Dordet	Canton
Vigilante	French gunboat	123	7	500	Lieut. de Jervillier	Canton
Poibo	French gunboat	130	—	—	Lieut. Collin	Tongku
Dondard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Duteemps	Tchong-Ku
† Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lieut. Boloux	Saigon
Protee	French sub-marine	—	—	—	—	Saigon
* Styx	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
Fronde	French destroyer	360	7	300	Lieut. Aurille	Saigon
Iberville	French destroyer	—	—	—	Capt. de Frigate Roussier	Saigon
Pistolet	French destroyer	130	7	300	Comdr. de Marquessier	Saigon
Mousquet	French destroyer	307	6	300	—	Saigon
Manche	French surveying ship	1625	10	9000	Comdr. Voisin	Saigon

* Flagship of Capt. (Commodore) Boudant, Commanding the local defence India China.

Kaden	German cruiser	3600	2	3,500	Capt' v. Restorff	Hongkong
Ganisman	German armoured cruiser	11,600	—	—	Captain Brunsinghaus	Tsingtao
Illis	German gunboat	900	12	1300	Comdr. v. Goeben	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tsingtao
Leipzig	German cruiser	3250	24	11,000	Capt. Behucke	Tsingtao
Luchs	German gunboat	900	10	1350	Comdr. Bendemann	Tsingtao
Nürnberg	German cruiser	3400	22	13,200	Capt. Meisner	Tsingtao
Otter	German river gunboat	—	—	—	Capt. Lieut. Frie	Yangtze River
Scharnhorst	German flagship	11,600	26	26,300	Capt. von Schultz	Tsingtao
S. 90	German torpedo-boat	470	8	8500	Capt. Lieut. Barzenberg	Tsingtao
Taku	German torpedo-boat	280	4	9000	Obt. z. S. Classen	Tsingtao
Tiger	German gunboat	900	10	1350	Comdr. Röcker	Tsingtao
Tsingtau	German river gunboat	223	4	1240	Capt. von Möller	Canton
Vaterland	German river gunboat	223	4	600	Obt. z. S. Trins	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Piccardi	Shanghai
Adamastor	Portuguese cruiser	1757	—	—	Capt. Anibal de S. Dias	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patria	Portuguese gunboat	700	—	—	Captain José de Carvalho Omb	Macao

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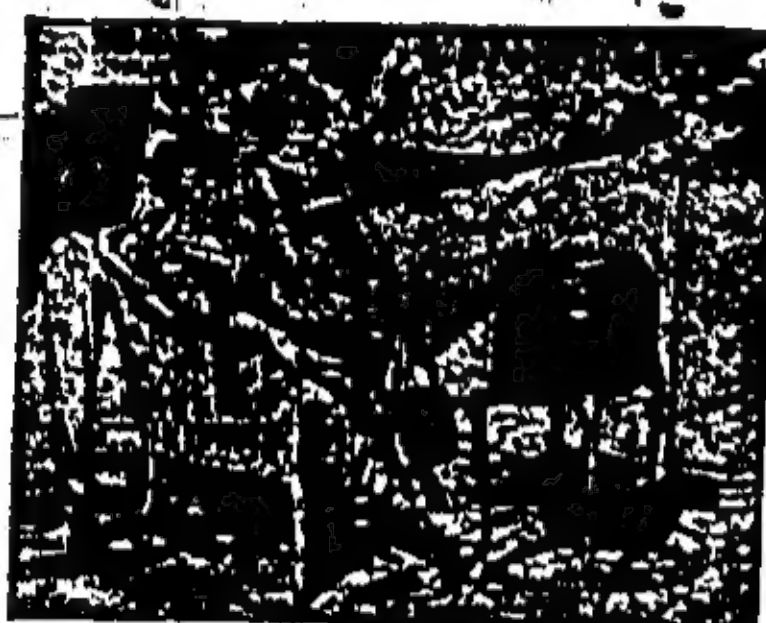
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electric railway systems. 797,467,581 patronised the trams, and 551,632,398 the motor-buses. In 1909 the corresponding figures were 979,465,682 total trips, of which 200,722,680 were by rail, 394,353,531 by tram, and 287,386,471 by omnibus. The number of journeys per head was 144.9 in 1903, and 243.9 in 1912.

The year 1912 was notable, as for the first time on record the trams experienced an actual diminution of patronage, the fall being over 20 millions. In the same time the number of omnibus passengers increased from 400,623,487 in 1911 to 551,632,398 in 1912. The loss to the trams is thus far exceeded by the gain made by the omnibuses, but by the Council their loss is wholly attributed to motor-bus competition.

No doubt the more convenient service characteristic of the smaller vehicle must have attracted large numbers on competitive routes. The smaller seating capacity implies fewer and shorter stops, and it is these that form the most potent factors in lowering schedule speeds. The official speed limit for the motor-bus is 12 miles per hour, whilst the official maximum for the tram is 15. Both limits are, however, habitually exceeded, but the smaller seating capacity of the motor-omnibus enables it to maintain a better schedule speed between termini, an advantage which will be emphasised if the present policy of running trailer-cars takes any considerable extension. Unfortunately, such a combination as this does not merely lose time on its own account, but at every crossing checks all other traffic till it can drag clear its slow length of 70 ft. As for present losses it would seem that rail competition is at least partly responsible, the electrification of part of the Brighton line having led already to an increase of some 9,000,000 passengers per annum. This electrification will be extended as far as Coulsdon within the next four years, and must seriously affect the outer tram-line receipts.

SOCIAL AND PERSONAL.

The Governor of Singapore has received a telegram from the Secretary of State reporting the death of Mr. A. W. Bailey, late of the Straits Settlements Civil Service, on the 17th Feb.

The marriage between Cecil Orme Oliver, R.N., eldest son of F. Gervase Oliver, (late) Royal Navy, of 59, Clarence-parade, Southsea, and Phillips, only daughter of Major-General T. E. Stephenson, C.B., General Officer Commanding at Straits Settlements, will take place on April 15 at Singapore.

SEAMEN'S MISSION.

Last Year's Work.

From the annual report of the Seamen's Mission, Hongkong, just issued it appears that the activities of the organisation were well maintained in the past year. This Seamen's Institute was well patronised during the winter months and had been of service in a somewhat lesser degree during the summer. As usual the concerts proved highly popular and at the annual Seamen's Service on Trafalgar Day, 150 officers and men of the Royal Navy were present.

The somewhat large debt on the institute fund was considerably reduced by the transfer of \$1,000 from the general fund, which left a deficit of \$723 in the general fund. The table by visits, etc., is as follows: To ships 1212, to Sailors Home 124, to Hospital 24, services held 127 (attendance of seamen 1182), concerts held 21 (attendance of seamen 1309). Subscriptions and donations during 1912 totalled \$2,685, while as the institute the rent from cabins and beds amounted to \$5,590, and board lodging to \$5,558. Billiard receipts brought in \$886, and that from concerts came to \$222. Offerings at St. Peter's Church during the year amounted to \$815, which included a special offering for C. M. Association and Alice Memorial Hospital, and the donations to \$402.

The Committee desire to express their gratitude for the generous way in which the community in general and the large firms in particular have supported the work during the past year.

PROBLEMS AVOIDED.

THAT THE CHINA MAIL, published by the Straits Settlements Press, Ltd., at No. 10, Queen's Road, Hongkong, is published for the Proprietors by the Straits Settlements Press, Ltd., at No. 10, Queen's Road, Hongkong.

ALLEGED FRAUDS.
SOVEREIGNS AND BANK
NOTES MISSING.

Two in various cases of fraud have come under the notice of the police; and the alleged perpetrator, a money changer named Ng Tin San, said to be the manager of the Ho Hop money changing shop at Bonham Street, is believed to have absconded.

Yesterday afternoon Ng Tin San is stated to have gone to another money changer at No. 53 Bonham Street and bought 300 sovereigns for \$2,065 dollars. The 300 took the sovereigns to Ng Tin San's house and was asked to wait outside for the money. He continued to wait and repeatedly knocked on the door but could get no answer.

About 3 o'clock the same afternoon, the manager of the Win San Bank, Queen's Road central, reports that Ng Tin San entered the bank to purchase bank notes amounting to \$2,065 in Kwantung currency for which he was to pay \$5,000 in Hongkong currency. The bank notes were sent round to San's house who was supposed to return in about three hours to pay for them. But when the street was patrolled with the police, Ng Tin San was not seen again.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The Portuguese gunboat "Patria" arrived in the Harbour yesterday.

H.M.S. "Yarmouth" is leaving Hongkong on Saturday for British North Borneo, Labuan, Singapore and Colombo.

During the fire at Wing Lok Street on Friday night, some person stole a leather trunk containing clothing valued at \$104 and \$45 in money from the premises.

The British National Council of the Education Fund for Europeans and Eurasians in India recently decided to transfer £100,000 to the European School in India Improvement Association.

Saturday's cricket scores and a description of the new Mercantile Bank building, London, will be found on page 3; while on page 2 is an interesting article giving an "English Woman's Experience in Mongolia."

A fine of \$20 was imposed by Mr. Wood this morning for cutting trees on the hillside at Shaukiwan. The man said he wanted the wood for making pipe stems. Mr. Green of the Forestry Department prosecuted.

A man was charged to day with playing for hire an unlicensed ricksha, and fined \$5 by Mr. Hazlewood. The police, it is stated, found much difficulty in tracing articles when there were unlicensed ricksha coolies about.

The Harbour Master has made the following regulation—When a steamer is approaching a wharf for the purpose of going alongside, and has approached within two ship's lengths of such wharf, no vessel shall pass between such steamer and the wharf, except such as are employed in running lines from such steamer.

The trees which were a feature of Chater Road and Royal Square were cut down by Public Works Department coolies this morning. The picturesque appearance of this part of the harbour front has been adversely affected by their removal and, if their old position interfered somewhat with traffic, it is to be hoped that they will be replaced by other trees more conveniently placed near the side walks.

Under the auspices of the Lam Long Wan King Amateur Dramatic Association the second athletic meeting took place on Saturday on the Kings Park, Kowloon. The programme was crisscrossed with various events and a large crowd of Chinese spectators to enjoy the fun immensely. This can hardly be said of the few Europeans who were each handed a programme printed solely in Chinese! A loud discordant selection of music between the events.

The action brought by the Great Western Smelting and Refining Co. of San Francisco against T. P. Marques of Macao to recover from him the sum of \$65,000 as guarantee of Messrs. Ames and Co. of Hongkong, in regard to the performance of a contract under which they were to supply the plaintiffs with a quantity of old Chinese cannon was continued in the Supreme Court to-day. Mr. Pink, plaintiffs' representative, who conducted the negotiations for them, completed his evidence this morning and after Mr. Ames had been called to speak to what occurred at an interview at Macao, Mr. Wilkinson (for Messrs. Ames and Co.) who represented all the parties when some earlier proceedings against a Chinese were discontinued, went into the witness box.

A FAMILY NERVOUSITY.

EVERY family should be provided with a copy of the "Family Nervousity" by Dr. J. H. Williams, published by the Straits Settlements Press, Ltd., at No. 10, Queen's Road, Hongkong.

MINING EXPERT AND
HIS ARMS.FINED \$250 FOR EXTRA
AMMUNITION.

Dagger as "Broad Knife."

Before Mr. Wood at the Magistracy this morning, George Finfer, who said he was a mining engineer of the Canton Province Mining Co., living at No. 33 Queen's Road Central, was charged with being in unlawful possession of ammunition.

Mr. Mason, defending, said his client had permits for two revolvers and 200 rounds of ammunition and that he had no knowledge of the ammunition discovered over and above that amount. Finfer was a mining engineer of the Canton Province Co., which had a capital of a million dollars.

Deft. Drury said that last night he was supervising passengers on the Lee Kee Wharf. He saw the defendant go on to the wharf walking by the side of two coolies carrying baggage. He asked, defendant if the baggage belonged to him and he answered "yes," and when asked for permission to search he said "Go ahead."

Witness testified to him he was searching for arms, and then called Chinese coolies to assist him. A suit case, which was not locked, contained two pockets of revolver ammunition (100 rounds), one revolver, one dagger and also 200 rounds wrapped in an envelope. In a locked basket a Chinese constable found five packets of Winchester rifle ammunition containing 50 rounds each, eight packets of revolver ammunition amounting to 400 rounds. In another package was found four packets of small Winchester ammunition of 80 rounds.

Mr. Wood: Where does the second revolver come in?

Witness: He was wearing that on his person. Proceeding, witness deposed defendant said he did not know the extra ammunition was there, and produced two permits which were for 200 rounds and two revolvers.

Mr. Mason: There was no difficulty put in your way at all?

Witness: No sir. Mr. Mason accepted the officers evidence and said the Province of Canton Mining Co., of which the defendant was mining expert, was carrying on very extensive gold mining operations in the interior of China. He had been employed by the company to go out and superintend operations at those works.

Mr. Wood: All that does not effect the case.

Mr. Mason: I am establishing the man's bona fides. I suppose it is assumed that he would sell the arms to the Chinese.

Defendant, went on Mr. Mason, had only been in the Colony a fortnight and succeeded a Mr. Obern who used to travel backwards and forwards, and who also had permits to carry arms and ammunition. The Chinese boy going up to the Canton with the defendant was the same boy who had been employed by the company to go out and superintend operations at those works.

Mr. Wood: Put your client in the box.

The defendant, in the box, admitted that he had permits for two revolvers and 200 rounds of ammunition.

Mr. Wood: Have you a permit for the dagger?

Defendant: No, I did not know it was necessary. The dagger is mine. I have carried it for about seven years.

Where did the 20 loose rounds come from, which were found in your kit bag? I can't say where they came from. The boy must have put them there.

Have you seen them before? Do they fit your revolver?—That I can't say. The 300 rounds of Winchester rifle ammunition does not belong to you?—No. Who does the basket belong to? It belongs to me. I used it to pack my provisions in.

Where is Mr. Obern?—He is on his way to America.

To Inspector Sullivan: Are all the 400 rounds of the same type?

Inspector Sullivan: There are two.

How many of each?—200 rounds.

Defendant said he did not put the second 100 rounds in his suit case as it was too heavy. He told the boy to put them in the basket.

At the magistrates request defendant picked out the second 100 rounds.

Inspector Sullivan: Which revolver does that ammunition fit?

Defendant replied he had not used that kind of ammunition before.

"It does not fit either," observed the Inspector.

Mr. Wood: When you went the second time to get a permit did you tell the Capt. Superintendent you already had one?

Defendant: I did not see the Capt. Superintendent, but the gentleman in the next office.

Did you tell him?—No sir, I did not.

Mr. Mason said he thought he had made it clear that all the other ammunition was defendant's baggage without his knowledge or permission. Defendant demanded a high salary and as he had to go up country he obtained permits to carry revolvers with him. He had been in Macao and wild parts of South America, where permits were not necessary.

Mr. Mason asked if it were feasible that a man of defendant's position would take as much as a broad knife, a dagger, and a revolver, and then go to great difficulty in obtaining ammunition in China, there was no doubt he would have had no difficulty in getting a permit for the whole of that ammunition. With regard to the dagger it was thought to be a family dagger and as a broad knife, a dagger, and a revolver, and then go to great difficulty in obtaining ammunition in China, there was no doubt he would have had no difficulty in getting a permit for the whole of that ammunition. With regard to the dagger it was thought to be a family dagger and as a broad knife, a dagger, and a revolver, and then go to great difficulty in obtaining ammunition in China, there was no doubt he would have had no difficulty in getting a permit for the whole of that ammunition. 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SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL	REMARKS
SEMI-ANNUAL, KOBÉ, YOKOHAMA	DEVANHA (Capt. F. J. Fox)	About 21st Mar.	Freight and Passengers.
SHANGHAI	DEVANHA (Capt. F. J. Fox)	5 a.m. 14th Mar.	Freight and Passengers.
LONDON, via SUEZ, PORT SAID, PANAMA, COLON, SAN FRANCISCO	INDIA (Capt. C. C. Talbot, R.N.R.)	Noon 14th Mar.	See Special Advertisement.
LONDON & ANTWERP, via SUEZ, PANAMA, COLON, SAN FRANCISCO	NILE (Capt. H. Powell)	About 18th Mar.	Freight and Passengers.

All the above steamers are fitted with Wireless Telegraphy.

P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG AND ST. JOHN N.B. SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong.	From St. John N.B.
EMPEROR OF RUSSIA, Thu., Mar. 19.	Sat., April 11.
EMPEROR OF INDIA, Thu., April 2.	Wed., April 29.
EMPEROR OF JAPAN, Thu., April 16.	Sat., May 9.

Steamships leave HONGKONG at 12.00 Noon.

The EMPEROR OF RUSSIA and EMPEROR OF INDIA are new quadruple screw 12,000 ton steamers of 1880 tons gross—30,000 tons displacement—the fastest, latest and most luxurious on the Pacific. All steamers of the Company are fitted with the latest and most powerful engines. Each steamer is supplied with the latest and most powerful engines. Each steamer is supplied with the latest and most powerful engines. Each steamer is supplied with the latest and most powerful engines.

PASSAGE RATES, HONGKONG TO LONDON

EMPEROR OF RUSSIA	Optional Atlantic Port £71.10.
EMPEROR OF INDIA	do do £85.
EMPEROR OF JAPAN	do do £85.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Canadian Pacific Railway Co.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, etc.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. ORRADOOK, General Traffic Agent.

Corner Queen Street and Praya (opposite Blake Pier).

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ and PORT SAID.	HIRANO MARU, Capt. H. Fraser, Tons 16,000.	WEDNESDAY, 11th Mar., at 10 a.m.
	KATORI MARU, Capt. T. Mura, Tons 20,000.	WEDNESDAY, 26th Mar., at 10 a.m.
VICTORIA, B.C., and SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, & YOKOHAMA.	SADO MARU, Capt. K. Asakawa, Tons 15,500.	TUESDAY, 10th Mar., at Noon.
	YOKOHAMA MARU, Capt. Wada, Tons 15,500.	TUESDAY, 24th Mar., at Noon.
KOBÉ & YOKOHAMA	KASHIMA MARU, Capt. M. Taji, Tons 20,000.	TUESDAY, 10th Mar., at 3 p.m.
SHANGHAI, MOJI and PENANG MARU, KOBÉ	TANGO MARU, Capt. Sekine, Tons 15,500.	THURSDAY, 12th Mar., at Noon.
MARSAK, KOBÉ and YOKOHAMA	TANGO MARU, Capt. Sekine, Tons 15,500.	WEDNESDAY, 11th Mar., at 11 a.m.
SINGAPORE and MELBOURNE, KUMANO MARU, via MANILA, THURSDAY, 10th Mar., at Noon.	KUMANO MARU, Capt. Boyada, Tons 9,500.	March at Noon.
DAY ISHIMARU, YOKOHAMA, via MANILA, THURSDAY, 10th Mar., at Noon.	YOKOHAMA MARU, Capt. Sekine, Tons 15,500.	April at Noon.
BOMBAY, via SINGAPORE, BOMBAY MARU, via COLUMBO, BOMBAY MARU, via COLUMBO.	BOMBAY MARU, Capt. —, Tons 5,000.	MONDAY, 9th Mar., at Noon.
CAICOOTTA via SINGAPORE, HAKATA MARU, via PENANG & RANGOON.	HAKATA MARU, Capt. —, Tons 12,500.	SATURDAY, 21st Mar., at Noon.

Fitted with new system of wireless telegraphy. Cargo only.

PASSENGER SEASON—1914.

FOR EUROPE
HIRANO MARU 16,000 tons sails Wednesday 11th March.
KATORI MARU 20,000 " " " 26th March.
KAMO MARU 16,000 " " " 26th April.
KASHIMA MARU 20,000 " " " 26th April.

FOR AMERICA.

SADO MARU 15,500 tons sails Tuesday 10th March.
YOKOHAMA MARU 15,500 " " " 24th March.
AWA MARU 15,500 " " " 7th April.

With option of Ball between Steamer's calling Ports in Japan.

For further information apply to T. KUSUMOTO, Manager.

Telephone No. 222.

"HONGKONG'S MUSICAL HISTORY"

BY H. L. O. GABRIEL

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THE AMERICAN LINE TO SAN FRANCISCO

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Operating the following steamers

MONGOLIA, MANCHURIA, KOREA, SIBERIA

MILLE CHINA and PERSIA.

SOME FEATURES OF SERVICE.

Electric Fans, Swimming Tank, Orchestra, Amusement, Wireless Telegraphy, Submarine Signal Service and High Cook.

Culinary under personal supervision of Mr. V. Moroni, one of the World's most famous caterers.

Secure Portion of Round Trip Tickets, Available for Passage via C.P.R. from Vancouver if desired.

Through Passengers have the privilege of traveling by Rail between Ports of Kobe and Yokohama and Honolulu.

CHINA 10,000 Tons Sailing SATURDAY, 14th Mar., at Noon.

MANCHURIA 7,000 Tons Sailing SATURDAY, 14th Mar., at 1 p.m.

MONGOLIA 7,000 Tons Sailing SATURDAY, 14th Mar., at 1 p.m.

For San Francisco via Manila, Nagasaki, Kobe, Yokohama and Honolulu.

HONGKONG-MANILA SERVICE.

Leave Hongkong. Arrive Manila. Leave Manila. Due Hongkong.

Mar. 14. CHINA. Mar. 16. MANCHURIA. Mar. 18. MONGOLIA.

Apr. 21. PERSIA. Apr. 23. CHINA. Apr. 25. MANCHURIA.

Apr. 27. MONGOLIA. Apr. 29. PERSIA. May 1. CHINA.

R.C. MORTON, Agent. Telephone No. 141.

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TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA

JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer. Displacement. Tons & Speed. Leave Hongkong.

TENYO MARU 22,000-21 knots Saturday, 4th Apr.

NIIPPON MARU 11,000-18 knots Wednesday, 8th Apr.

HONGKONG MARU 11,000-18 knots Saturday 25th Apr.

SHINYO MARU 22,000-21 knots Wednesday, 29th Apr.

CHIYO MARU 22,000-21 knots.

* via MANILA omitting Shanghai.

All Steamers will be despatched at NOON.

First Class to London £71.10. Return (6 months) £120.

First Class to New York £80.

San Francisco £45.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz,

Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

SEIYO MARU 14,000-15 knots Saturday, 11th April.

ANYO MARU 18,000-15 knots.

KIYO MARU 17,000-14 knots.

For full particulars as to Passage and Freight apply to

S. MORIMOTO, Agent.

Telephone 291.

KING'S BUILDING (Opposite Blake Pier).

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FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,

Via SHANGHAI.

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Via SUEZ CANAL.

For

SHANGHAI, KOBÉ and YOKOHAMA

ATLANTIQUE, PAUL LECAT, CORDILLER.

23rd March, 5th April, 19th April.

MARSEILLES, via PORT SAID, NERVA, AUSTRALIEN, AMAZONE.

10th March at 1 p.m., 24th March at 1 p.m., 7th April.

ALL STEAMERS FITTED WITH WIRELESS.

TRANS-SHIPING on the Co's Steamers at COLOMBO for CAICOOTTA, BOMBAY and

AMSTERDAM, at PORT SAID for the LANTY, CORINTHIAN and BLACK SEA.

Through Tickets to LONDON, via PARIS by rail.

Circular tickets to Europe via SUEZ and SIBERIAN ROUTE and vice versa delivered here.

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AUSTRALIAN MAIL SERVICE

TO AUSTRALIA, via MANILA.

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(SUBJECT TO MODIFICATION)

STEAMERS

ARRIVE HONGKONG FROM AUSTRALIA

LEAVE HONGKONG FOR AUSTRALIA

ST. ALBANS, MASTERS, ALDENHAM, EMPIRE.

May 14th, April 14th, May 14th, May 29th.

THE above Steamers are fitted with the latest and most powerful engines.

Supply of Ice, Fresh Provisions, etc., and are fitted with the latest and most powerful engines.

All State Rooms have Electric Fans, and are fitted with the latest and most powerful engines.

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CHINA NAVIGATION CO. LD.

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FOR

SHANGHAI, MANILA, CEBU & ILOILO

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SHANGHAI, CEBU & ILOILO

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the 11th Mar.

***SWATOW, AMOY & FOOCHOW.**
Per *Kaiyo Asahi*, at 1 p.m., on Wednesday, the 11th Mar.

***SHANGHAI & *NORTH CHINA.**
Per *Chingyang*, at 5 p.m., on Wednesday, the 11th Mar.

***SHANGHAI & *NORTH CHINA.**
Per *Hwang*, at 5 p.m., on Wednesday, the 11th Mar.

JAPAN Via MOJI.
Per *Hakori Maru*, at 10 a.m., on Thursday, the 12th Mar.

SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT & EUROPE Via MARSEILLES.
Per *Nero*, on Tuesday, the 10th Mar.
Printed Matter and Samples at 10 a.m.
Registration at 10.15 a.m.
Registration, with late fee, of 10 cents up to 11 a.m.
Registration Kowloon B.O., 9.30 a.m.
Letters at 11 a.m.
Late Letters 11 a.m. to noon. Extra Postage 10 cents.
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

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20 cts.	20 cts.	20 cts.	20 cts.

Per Chipo Marqu, for San Francisco, etc., Mrs D. B. McClelland, Mr and Mrs Dollar, child and amah, Mr and Mrs Thos. Wier, Miss F. Graham, Dr and Mrs M. S. Ayers, Mr and Mrs J. W. Taylor, Mr and Mrs E. Williams, Mr and Mrs L. J. Beveridge, Dr Faulhaber, Mrs Bruns, Mr T. Ramsey, Mr K. Vandenhooff, Mrs G. Van Buren, Mr and Mrs R. A. McGrath, Mrs Vandenvoort, Mr S. Smith, Mr and Mrs Kennerly, child and amah, Mr and Mrs O. Crompton, Mr and Mrs J. P. Fallon, Mr J. F. Lowder, Mr and Mrs Vandenhoff, Mrs E. Gilroy, Mrs J. H. Brown, Mr and Mrs Wm. C. McLaughlin, Mr and Mrs W. Heald, Mr A. L. Farwell, Mr and Mrs F. H. Heald, Dr and Mrs G. S. Shelton, Mr and Mrs C. N. Liggett, Mr R. Liggett, Mr G. Maginnes, Mr L. Heyneman, Mr J. H. Milliken, Miss M. L. Sherman, Mrs Foster, Mr S. Uchida, Mr E. Ka, Etislen, Mr and Mrs G. C. Atwell, Mr A. K. Loy, Mr C. M. Davis, Mr R. V. Mitchell, Mr R. M. Mitschmann, Mr O. Mitschmann, Mr and Mrs G. B. Phillips, Mrs M. Moilan and 2 children; Mrs E. K. Colleyshaw, Mrs J. Fox, Miss J. Van Kildie, Miss J. Kietemann, Dr and Mrs E. K. Kietemann, Mr and Mrs G. H. Kayen, Mr Moore Bannell, Mr O. H. Rothenbusch, Mr Marshall, Mr J. M. Paulus, Mr A. L. Zelleznsky, Mr R. O. Baldwin, Mr and Mrs Wallick, Mrs O. H. Murphy, Mr T. Chernside, Capt. W. G. Heathorn, Mr and Mrs J. Parry, Mr and Mrs J. W. Sullivan, Mr and Mrs Fester, Mr and Mrs Weiss and 3 children, Mr and Mrs J. F. Comins, Messrs A. Taylor, J. Flaberty, A. Reuty, W. D. Philipson, J. E. Woodroffe, W. B. Bashore, G. Fontana, D. Calojero, Mr and Mrs Scatello and 2 children, Mr Y. Neyama.

PASSENGERS EXPECTED

For Yokohama, March 10, from London Jan. 31, Mr. Sutherland, Mr. F. H. Baker, Mr. and Mrs. H. Griffin, Mr. E. Arzoozi, Mr. T.

para. Rubber in London

March 10th to 18th, 1914.									
Kiss Water					Cw Water				
Day	Week	Run, Hong Time	Reich		Reichling Time		Reich		
Tues.	10	9:32	4.8		9:30	5.7			
Wed.	11	9:12	4.7		9:30	5.6			
Thurs.	12	9:12	4.8		9:30	5.6			
Fri.	13	9:08	4.8		9:30	5.6			
Sat.	14	10:35	6.0		9:30	5.6			
Sun.	15	11:02	6.3		9:30	5.6			
Mon.	16	11:41	6.6		9:30	5.6			

1	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Mrs. Rubber in London										per										lb										= 2/11																																																								